Greater Toronto

(1) Take into the city all the Township of York,

(2) Complete the national railway from Toronto

(3) Centre the administration of the railway

(4) Public ownership applied to the distribution

[The World will be glad to receive suggestions

transportation of Ontario in Toronto, not Montreal.

as to other planks for the development of Toronto

A Name For a New City

west.

Argument for Two Cent Fare

in the blank below:

Let the new city be called

Name

Address

further pro-

of electrical energy for Toronto and all Ontario.

south of St. Clair Avenue. This to include Terento

A Platform For

Junction, North Toronto, East Toronto.

to Hudson Bay at the earliest date.

and the province.]

that splendid new emporium of greater

next by a committee of impartial men. We want a name that sounds well, and,

in spirit and in harmony; that they will unite into one municipality based on

public ownership, and that, in the mak

centre, petty jealousies or small inter

ests will not be allowed to interfere. The men who make a great city become

This new city will be one of the great cities on the North American con-

tinent. That it has a vigorous climate only means that it will have vigorous

(From the Sunday World.)

Judge Killam followed the argu-

ments very closely and repeatedly

tion enabling him repeatedly to sug

Mr. Neshitt, for example, was say-

asked for, the G. T. R. would

"I am afraid that you will find that

"we have a right to make all ne-

cessary regulations for the comfort of

Mr. Nesbitt made the remarkable

had forgotten all about the penny-a

time of the proceedings against Chas

tute that had fallen into "desuetude

they were inclined to order the penny-

Based on Statutes.

Mr. Curry explained to the commis-

sion that the application was made un-

Statutes, 1906, being the redrafted Rail-

The Grand Trunk Raffway had been

ed Canada in 1853 (16 Vic., chap. 37).

This incorporating act, among other

general railway act permitting the railways to establish a tariff of tolls.

long as no discrimination or monop-

and that said company

way Act of 1903.

oly was attempted.

missioners reserved their de-

themselves great men

Newspaper published every day in the year. Telephone—private exchange connecting all departments—Main 252; between 8 a.m. and 12 p.m. After midnight and on Sundays or holidays use Main 252 Business and Circulation Dept.; Main 253 Editorial and News Dept.; Main 254 Sporting and Commercial Editors. SUBSCRIPTION RATES IN ADVANCE. in a financial review of the year just

One year Daily, Sunday included \$5.00 Six months, Sunday included 250 Three months, Sunday included 1,25 One month, Sunday included 45 One year, without Sunday 5.00 Six months, without Sunday 1.50 Four months, without Sunday 1.00 Three months, without Sunday 70 One month without Sunday 25 One month without Sunday 25

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HALIFAX—Hallfax Hotel news stand,
I.OS ANGELES, CAL.—Amos news stand,
MONTREAL—Windsor Hotel and St. Lawrence Hall; all news stands and news-NEW YORK St. Dennis Hotel and Hotal-lngs news stand, I Park Row. OTTAWA—Despatch and Agency Co.; all

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Does The Morning World reach your home before 6.30? If it does not, send in a complaint to the circulation department. The World is anxious to make its carrier service as nearly perfect as possible.

WHEN IS LIFE INSURANCE FORM TO BEGIN.

ada, one after the other, are coming to damaging findings of the insurance commission. They have not one word companies and the existing practices to be rewarded; St. John, N.B., is to of the companies.

let their organs stop talking and get Stockton, a Conservative, as member down to business. Let us see which is for the City and County of St. John to be the first one to reform the abuses by acclamation. that the commission pointed out. That Under the B.N.A. Act no private is the one practical issue.

themselves by asking , when and in ernment allots what money it sees fit what direction is the reform to begin. to this work or that, and the private Or is it all to be left to parliament members are relieved of all initiative. and the big club? Or is parliament to This is supposed to be essential for be ehloroformed?

WEST YORK CONSERVATIVE CON-

West York Conservatives have selic, certified to the healthy spirit that animates the party-all the more commendable because it was accompanied by an evident determination to make of the approval cannot fail to the members of the house voting any (in the operation of public services and ernment means to-day the responsiutilities and the conservation of the bility of each member of parliament the benefit of the citizens is the policy fortunate that he should not be able the older portion of the province, more any and all needed legislation. than ample scope remains for the ap- Our present procedure in parliament plication of the principle of public is based upon the presumption that ownership on thoroly progressive lines there will always be two political and in a manner which will maintain parties to jockey for position. It would an improvement in the position of be much better if all the money voted Ontario as the leading industrial cen- for transportation could be administertre of the Dominion.

Premier Whitney cannot fail to recognize the hold he has already gained on the confidence of the citizens of the province thru the formulation of his Niagara power policy. The more he trusts the people the more the people will trust him. This is the conclusion which Mr. Gladstone reached at the end of his long and strenuous public career, and after he had experienced many vicissitudes of public opinion. Ontario is not called upon to deal with the complicated political issues which perplex the statesmen of the United Kingdom. What the province needs primarily is honest, capable and progressive administration, by means of a civil service removed from all corrupt and disturbing influences, the establishment as an inviolable rule that private interest must always be subservient to the common good and the maintenance of the provincial right of self-government in its integrity. A government that keeps these objects continually in view will command the support of the electors' and the West York Conservative conntion by the electro of a candidate

THE TORONTO WORLD and a platform has done its best

and means of raising the supply to be granted His Majesty," has indulged past and the year to come, commonly known as the budget speech. Formerly, this was always followed by the budget debate, which lasted for days, but of late the budget debate, like the debate upon the speech from the throne, has dwindled to a mere formal-

Upon the other hand the house has learned to look forward to additional "budgets." Mr. Emmerson as minister of railways made a speech every year which became known as the I.C.R. budget speech. W. F. Maclean, at the opening of the session, jusually reviews the railway situation in proposing some needed amendments to the Railway Act. Mr. Fielding has characterized the annual speech by the leader of the opposition condemning the extravagance of the govern-

ment, as the "budget of gloom." There is indeed cause for alarm in the swollen estimates of the past year, but, even beyond their size, what is still more to be regretted, is the method of distribution.

The extraordinary expenditures of the government, when analyzed, are found to be very largely expenditures to improve and develop lines of transportation. \$28,000,000 was voted, in one item, and practically without discusif possible, fits so great a position.

In the meantime The World trusts that these two cities will work together sion, towards the construction of the ew transcontinental railway. An additional six millions goes to finance the Quebec bridge. Three million goes to the harbor of Montreal. Large sums are voted for improving the St. Lawrence, east of Montreal. The St. John, N.B., harbor receives a handsome grant. There is the usual expenditure for wharves in Nova Scotia. Even Toronto harbor gets \$50. 000 for the "improvement of western entrance."

It is to be noted that these various works are entirely disconnected. Some are to be under government supervision. Some are left to local boards, and one of them at least the Quebec bridge—is to be controlled by a private corporation. There is no attempt to work out any comprehensive plan. No attention, for example, is by W. N. Robertson for an order to still in force, and that the railway afternoon heard the application by W. N. Robertson for an order to still in force, and that the railway This addition plan. No attention, for example, is paid to the report of the national transportation commission. From a class service at a penny a mile thruchises and money granted by that act, out the length of its line. J. W. Curcult a right of the report of the national transportation commission. the rescue of the companies from the lack all sense of proportion. They are ant, and Wailace Nesbitt, K. C., for absolutely without a system.

From a political standpoint, their to say for the policyholder. They would purpose is quite apparent. Solid Nova questioned counsel upon the law, his beave him at the continued mercy of the Scotla is to be kept solid; Quebec is thoro, knowledge of railway legislahave a fine harbor, and Mr. Pugsley, might apply. Let the companies stop talking, and a Liberal, is to succeed the late Dr. run coaches without seats, and that the board would have no authority

over them member can bring in a bill involving we have more authority than. Policyholders will do a great deal for the expenditure of money. The govthink," said the chief commissioner; representative government, and Wilmot and his associates in New Brunswick fought for years to take from M. Hays, general manager of the G.T. R. He denounced it as an antique statheir legislature the right to appropriate money except upon the initiative lected an excellent candidate to suc. of the government. Yet it seems ab- cision, but it appeared to observers that cced the late Mr. St. John in the pro- surd that a member of the house of a-mile service, but that they would vincial legislature. The exceptionally commons for Toronto, cannot rise in not extend it beyond the main line of the G. T. R. between Toronto and large convention, both in delegates and his place and propose a vote of three in representatives of the general pub- million dollars for Toronto harbor. It Montreal. might be voted down, but he could at least put the members from Ontario upon record. der section 26 of chapter 37. Revised

The doctrine that the government public ownership the slogan of the of the day is responsible to parliaelection. In this the convention was ment, has become a fiction pure and incorporated under an act of parliaemphatically right, and the unanimity simple. Nothing is more unlikely than ment passed by the parliament of Unitstrengthen the hands of the govern- government out of power, when it things provided that the said company and vary their tariff of tolks, subject to found in the assumption that the railment in every department of the ad- means voting themselves out of office might exact, as fair, from passengers ministration. Protection for the people and \$2500 per annum. Responsible govnatural resources of the province for to his constituency, and it seems unrequired for Ontario to-day. For to accept that responsibility to the tunately, the much has been lost in full by having the power to propose

STANDARD

OF THE

WORLD

SWEET that had been passed two years before, rie. ed by a board of expert engineers who would bend their energies to bring CAPORA about the one great need of Canada- | Has Two Heads, But Only Two Earsa sufficient channel for ocean-vessels from the great lakes to the sea.

Widow Has Narrow Escape. BROCKVILLE, May 12.—(Special.)-Fire broke out in a house occurried had not a couple of neighbors arrived time to smother the totally destroyed.

Was Dewey's Shipmate. BROCKVILLE, May 12.-(Special.)-W. H. Hughes, in his early days an engineer in the United States navy, and a shipmate of Admiral George Dewey, who was a midshipman in died at his home in Ogdensburg. For ten years he was an engineer at the state hospital there. Hughes was 65 years of age.

tained in the charter of the G. T. R. some interesting comparisons in this (2) Section 26 aind other section the Railway Act gave the board wide powers over the character of passenger trains and cars. But under the act of 1852 the board did not come in spected, and our business men are men play. The result was that the G. of integrity and artisty. The people will R. could hook a third class carriage sustain them. to a coal train or to a freight train It might furnish a car without seats. What could the commission do about

act should override the general act where they were inconsistent.

To One Part or to All?

Judge Killam asked Mr. Curry

whether he claimed that the two-cent-a-mile service was restricted to the

original G. T. R. line from Toronto to

other roads since acquired by the G.

ontemplated that all fares should be

eart of the G. T. R. system.

Regulation of Tolls. (3) In 1883 parliament passed a gen- in the reply by Chief Engineer Rust, eral act permitting railways to alter The keynote of this interview is to be the act itself and to the special act.
"That." said Mr. Nesbitt. triumphno more than two pence a mile for "That." said Mr. Nesbitt. triumph-first-class passengers, not more than antly, "disposes of the act of 1852" one penny and halfpenny a mile for Judge Fillam: "Oh. no; the right to vary folls is subject to the special

than one penny a mile for thind class act." Mr. Neshitt: "Subject to the special should furnish third class service up-act. IN RESPECT TO THE FOPM-on at least one train daily each way ALITIES TO BE OBSERVED. The THIS HAPROB BELONG TO THE celled on the ground of fraud and un thruout the length of its line.

True, there was already in force a to any right to alter fares, to increase them e a to any amount, is given to the ways absolutely by this act. Judge Killam suggested that the de-bates in the house when the act was passed in 1883 might throw some light This general scheme said Mr. Cur- on this point.

tion in favor of traveling to Toronto from Belleville and Cobourg as contract between Canada and the C. tion in favor of traveling to Toronto R. expressed in this special act of from Relieville and Cobourg as RS3. varied the several railway act analyst traveling from London to Bar-

A "CIRCUS" BORN CALF.

Cannot Live.

has a great curiosity that is attract-Mrs. Louisa Rose, an aged widow ing scores of people from the village to In trying to save the his place. It is a well-developed white Ordewa every year for a grant to keep trail 7.50 a.m. effects her clothing caught fire and calf, two days old, with two perfectly your present barrier cloar. Sixty milwould have been fatally burned formed heads on one neck, the back parts of the heads being joined together. in time to smother the flames. As it was her arms and side were pain. It has only two ears, but has two pairs erican and Eriting frameters. fully injured. Her rescuers were also of eyes which look in opposite direcslightly scorched and the house was tions. It has two sets of jaws with Mount Forest nose and mouth complete. It has several teeth on each side and can bawl from either mouth. It is very weak

> the The Kind Yeu Have Always Bought Bears the

HOW TORONTO IS

Continued From Page 1.

might be guaranteed by the city and which should be composed of ent men, bent upon formulating a omprehensive scheme not alone o-day, but sufficient for a future Toonto of perhaps a million people The project to connect the city with he harbor by overhead bridges is one that the railways will hail with delight. It means a burden of twenty cents per ton to be levied upon coal and every other commodity that comes to us by water.

How Montreal Prospers.

In Montreal, thanks to the federal government, the harbor commission, at a cost of two million dollars, is erect-ing great sheds, connected up with a system of inclined railways, so that goods can go swiftly and without expense from ship to car, if intended for transport; from ship to warshouse, if intended for Montreal.

Now is the acceptable time to stop the systematic effort to didetrack Toronto. Only divigent effort will prevent sacrificed for Monitreal, as Philadelphia was sacrificed to New York. To-day the leading newspaper of Philadelphia exclaims with bitterness

With fair play from our railroads and from the federal government, which controls our harbor. Philadelphia would never have lost her supremacy. Coal is still an important factor in

the life of Toronto. It is a necessity, not alone to the manufacturer, but to The World wants to present the twin business methods and an absence of Canadian cities of Port Arthur and any of that distemper that sometime Fort William with a single name for gnaws the soul in more torrid parts. every hicuseholder. It is one of the commodities peculianly sultable to shipment by water. Yet, of 700.000 tons of coal brought last year to Toronto, only 162,000 tons came by boat. Every on brought by rail means It will be a new and better Chicago, Canada that now sits on the vigorous and the centre of enormous iron indus-northern shore of the greatest lake on To secure such a name we offer a prize of \$25 to be awarded on July 1 and areas Over 1 the Cornection on brought by rail means an additional and unnecessary burden laid upon and great Queen of the Canadian Lakes? If you think you have it, fill the back of labor. Indeed our mart-time business, considering our location and our splendid harbor, is contempt

> Toronto Harbor Business. The report of the Toronto Harbor Board shows in many items, a decrease in 1906, as compared with 1905. The combanative nintement of goods arrive at port of Toronto during the ye

Description of goods-Paving and fire bricks
Grain, bushels
Horses carriages and cattle Lumber, feet B.M. ... Oil in bulk, bbis....

The entrance to the harbor, in its present condition, prohibits ships of heavy burden. Coal for Toronto must and that it was not affected by the be transferred to smaller ships, and e good cargo must be broken up into strailler cargoes, and be fairly lightered

its part arising thereunder.
Mr. Curry pointed out that the Rail-But even the the federal governmen way Act of 1903 especially saved to sale would find our pont without docks. special act. The special act was defined by parliament to be the act under which the company was built or Railway Policy.

The nallway companies n, buit by angels gest some section of the statute which vided that the provisions of the special did they not use all their influence to rid themselves of competition by water from Port Arthur to Monurea, which means from Pont Arthur to the sea. They know that were Tononto to assert herself, she would become the Manchester of the American Conti-nent. With a highway by water from Moritreal to Kingston, and with the harbor here brought to efficiency, gation would no longer be boottled up Mr. Curry thought it applied to all at Montreal, but would exitend halfother roads since absorbed and now a way across the continent: Hence their determination to sidetrack Toronto; Waillace Nesbitt, K. C., made the fol- hence their administration of Ontario

railways from the standpoint of Mont-(1) The present Radiway Art (1903) neal. We have heretofore commented upon fixed by the railway board. It never the discrimination in those matters intended that its boiley should be which affect the ordinary citizen who immitted by some statute passed in 1852 may but occasionally use the trains, and a dead lefter for more than half for example, take the matter of a century. The Railway Act of 1903 suburban service and commutation therefore, "repealed by implicatickets. We will at an early day furtible permy-a-mile clause connish the readers of The World with nish the readers of The World with It is up to the leadens of Toronto, the

The Voice of the Master. Within the past few days an in-spiral interview with M. K. Cowan, K C. of the G. T. R. has been published and we regret a mote of acquiescence way companies are to decide how they their tracks, where they will will possess or blockade the water-LET IT PER UNDERSTOOD ONCE jory P. Stewart of Toronto to have a

PEOPLE OF TORONTO. FORTY YEARS WASTED.

Fditor World: Your editionial of to day (10%) no. "Ocean Port for Toronto." Mr. Nesbitt insisted that the Rail- has the right ring in it. Forty years ing a declaration that a certain agree-This general scheme says of the parliaments of old way Act of 1903 must have repealed and of the parliaments of the penny-a-mile clause, because Dominion. Put it was evident that the otherwise it would work a discrimination of the penny-a-mile clause of traveling to the penny-a-mile clause. The same of the penny-a-mile clause of the penny-a-mile clause of the penny-a-mile clause. The penny-a-mile clause of the penny-a-mile clause of the penny-a-mile clause of the penny-a-mile clause. The penny-a-mile clause of the penny-a-mile c ponto, and had also given an estimate for a careal, thru which yessels could rade from wentern cities. Chicago and your docks.

I mantiograd this to some of your mentioned.

> the caretaker at Flokering College, old T. G. and B. when it hegan to move, some 35 visians also. I am glad to some it has fully sprown. I notice that you have to apply to tion looks very large, but to

> > Mourt Forest, May 10. New Fish and Game Warden. KINGSTON, Ont.. May 12.—Captain Alfred Hunter, Harrowsmith, has been appointed warden of game and fisheries for Eastern Ontario. The sal-

Go ahead. World. Wishing,

Hudson River Route to New York. All through trains by the New York Central run to Grand Central Station.

A THOUGHT FOR MEN

For a cool home after work-for small fuel bills-For a happy surprise to the faithful homekeeper-

SEND THE WIFE A CAS RANCE

Come to us and we'll help you choose best. If you decide on the "Eatonia" Steel Range (pictured) you'll have the highest possible satisfaction every way.



Made of heavy cold rolled steel -highly polished; nickel trimmings. Body lined with asbestes millboard. Oven well ventilated, quick working and under perfect control. Oven doer balanced-has double catch, too. All burners can be lifted out and cleaned and replaced in a few seconds. Giant burner, one simmering burner and three single burners.

With 16x17x12 Oven-\$19.75 With 18x18x12 Oven-\$22.75 -BASEMENT -

T. EATON CO.

AT OSGOODE HALL

ANNOUNCEMENTS FOR MONDAY.

Chambers. Cartwright, master, at 11 a.m. Single Court. The Hon, Mr. Justice Teetzel at 11 Re McLean and North Bay. Graves v. Bigras Reamsbottom v. Campbell. Peaslee v. Doty.

Canadian Canners v. G. T. Railway. Music Trades v. Fullerton. Breithaupt v. Moore. Austen v. Windsor. Cadieux v. Rouleau. Re Bell Estate Wilson v. Calahan. Walker v. Oil Springs.

Toronto Non-Jury Sittings. Peremptory list for Monday at Ontario Lumber Co. v. Sinclair. Jordan v. Williams. Carter-White v. Bay of Quinte Railway Co. Willfong v. Chambers.

Williams v. Renfrew. Divisional Court. Peremptory list for 11 a.m.: 2. Laughlin v. Jamleson. Markle v. Simpson . Bank Nova Scotia v. Dickson. 5. Pitt v. Dickson. Court of Appeal.

Peremptory list for 11 a.m. Kay v. White Silver Co. (to be con-Still v. Hastings. Green v. George. Attorney-General for Ontario

Kensington Avenue Property. Henry Small has begun an action gainst John Hill and Henry Hill, claiming to recover posse tain lots on the north side of Kensington-avenue, in the County of York, and for an injunction restraining de fendants from obstructing the public highway.

Suing for Payment. E and S Altkinson have issued writ against Charles Tasse of Hailey. bury claiming \$494.92 for goods sold and delivered to Tasse.

Railway Improperly Constructed. The Toronto and York Radial Railway are being sued by Thomas Rig-gler of North Gwillimbury to recover damages caused to his lands and crops by reason of the negligence and improper construction by the company of their railway, where it crosses lots 6. 7 and 8 in the 4th concession, North imbury. County York.
To Set Aside Conveyance. An action has been instituted

James McNeil and Donald McNeil against Thomas P. Stewart and Marcelled on the ground of fraud and undue influence. The lands in question are on Crocker-avenue Never Accepted.

Nathaniel Vernon of St. Mary's has ssued a writ against a fellow townsman, Frederick G. Sanderson, claim-

South Oxford Liberals. TILLSONBURG. May 12.—(Special.) -The Liberals of South Oxford will Dulutth Port Authur, etc., to Liverpool, hold a convention here on May 28. In London and Europe generally. Toronto connection with the provincial conhold a convention here on May 28. In sels drawing 18 to 20 feet. At present erals as Justus Miller, M. T. Buocean vessels can sail up to chanan, Alexander Rose, Dr. McKay and Nicholls of Toronto and that the and W. A. Dowler are being freely two last gentlemen had stated that the control of th PICKERING, May 12.—R. Parker, then to see it go shead. I helped your colm S. Schell, is heard.

5.20 p.m., C.P.R. for New York.

Killed by Live Wire. commerced to the benefits. Your bonds, BROCKVILLE, May 12.—(Special.)—would be quickly taken up by the Am- Clayton Dyke was instantly killed by oming in contact with a live wire at Mechanicsville. He was very highly respected in the neighborhood, over which the sad event has cast a gloom.

The brewers in Pilsen, Bohemia, use the same formula as is used in brewing the famous



Money cannot buy better Coffee than Michie's finest blend Java and Mocha, 45c lb.



Light Colored Soft Hats.

Soft hats in beaver, fawn and other light shades of brown, are being asked for by many men who desire a change from black.

We have a large variety of shapes from ether hatters. Prices are \$3.50 to \$5.00 Tweed Caps, 75c to \$1.75. Gloves, frem \$1.00.

Holt. Renfrew & Co. 5 King Street East

STEEL-COAL DIFFERENCES.

James Ross Says They Were Discussed in England. MONTREAL, May 12.—(Special.)

In spite of an alleged previous state ment, James Ross declared to-day to your correspondent that while he and James Reid Wilson were in London they had discussed the differences between the coal and steel companies minion Iron & Steel Company, wo sail for Canada this week, and that he would meet the president of the Dominion Coal Company upon his ar-2 Pullmans daily, arriving Grand Mr. Ross, "and, in fact, I have always hoped, that we may reach a settlement of the difficulties satisfactory both interests."

Penitentiary Guard Suspended. KINGSTON, Ont., May 12 .- On Saturday a penitentiary guard was suspended for disobeying orders. He refused to do some duty assigned to him by the chief keeper.

Since May, 1906, Ayer's Sarsaparilla has been entirely free from alcohol. If you are in poor health, weak, pale, nervous, ask your doctor about taking this non-alcoholic tonic and alterative. If he has a better medicine, take his. Get the best, always. This is our advice. We have no secrets! We publish the formulas of all our preparations.

Sill Spec PER Y Spec \$1.00 a SPEC YARD Also WAIS' ures a VEI Han At prally fin med, I Handke

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Mr. Hi bered the such a li ested in strugglin in conta dale Chur Y. M. C. list with temperan ity of his Pra The prointensely

mental. of mind. believed tical care out from Another ver was I wanted a whom he test, Mr. when he for his red for his red ing, and a he planne and aske spoke of h to the sin The mu propriate.

Arra There w ning, Hincks an ton, presidence. The to the Pawhere it was the public with the public was a superior with the public was a superior with the public was a superior the public es will be Rev. Dr. F latter lance. be two re Dominion and Parke honorary the church representa ance, 100 f the Parkda resented by quarterly i

8 o'clock